a stay positioned substantially on a central portion and connected to a floor part;

wherein the pipe constituting the main body is integrally formed with joining parts by crush-molding, the joining parts joined to the front pillars.

6. The instrument panel supporting member structure according to claim 5, wherein a cross-sectional rigidity of the pipe constituting the main body is set in the range of approximately E I = 2.0 to 3.0 x 10^8 (N · cm^2) in which E denotes a Young's modulus and I denotes a cross-sectional secondary moment, and the joining parts formed by the crush-molding on the both ends of the pipe are respectively connected to the front pillars by bolts or welding, the connection pitch being set at approximately $\pi \cdot d/2$ or less in which d denotes a diameter of the pipe.

7. The instrument panel supporting member structure according to claim 5, wherein the stay is formed with a cross-sectional U shape, and the stay is installed at an inclination with respect to a vertical direction so that an upper end of the stay connected to the member main body is positioned closer to the driver's seat than a lower end of the stay connected to the floor part.

8. The instrument panel supporting member structure according to claim 7, wherein a reinforcing member is connected between a point in a vicinity of the upper end of the stay and a point in the vicinity of one of the at least one steering brackets on the member main body.

9. The instrument panel supporting member structure according to claim 6, wherein the stay is formed with a cross-sectional U shape, and the stay is installed at an inclination with respect to a vertical direction so that an upper end of the stay connected to